Curved waterbars would have a high point on top of the buried cable and two outlets per bar, one at each side of the right of way. Outlets would be tied in to a naturally brushy or rocky area to dissipate energy of the water.

5. *In sensitive view areas adjacent to Pecho Valley Road, no maintenance roads or off-road-vehicle (ORV) trails would be permitted along the fiber optic cable route. Signs prohibiting ORV use of the right of way would be placed at the crossings of the right of way by any road.*

Safety/Health

1. *Care would be taken to avoid lubricant and fuel spills and other types of pollution in all areas including streams and other water bodies and in their immediate drainage areas. All spills and trash would be cleaned up immediately.*

2. *Engine oil changed would be contained in suitable containers and disposed of as refuse.*

3. *Construction equipment would not be refueled or serviced within stream channels.*

4. *Garbage and other refuse would be disposed of in an authorized disposal site or landfill.*

5. *Construction sites would be maintained in a sanitary condition at all times; waste materials at those sites would be disposed of promptly at an appropriate waste disposal site. "Waste" means all discarded matter including human waste, trash, garbage, refuse, oil drums, petroleum products, ashes, and equipment.*

Land Uses

1. *All existing improvements under federal management or permit would be protected, and damage would be repaired immediately.*

2. *Existing fences, gates, and brace panels that require modification during construction would be reconstructed to appropriate State Parks standards.*

3. *Gates on established roads on State Parks-administered lands would be left locked or closed as designated by the Authorized Officer.*

4. *AT&T would protect all survey monuments found within the right of way. Survey monuments include, but are not limited to, reference corners, witness points, U.S. Coastal and Geodetic benchmarks and triangulation stations, military control monuments, and recognizable civil (both public and private) surveys monuments. In the event of obliteration or disturbance of any of the above, AT&T would report the incident, in writing, to the appropriate agency official and the respective installing authority if known.*

5. *AT&T would provide for the safety of the public using public roads intersecting the AT&T right of way. Safety measures would include, but not be limited to, road detours, barricades for open trenches, and flagpersons with communication systems for blasting operations.*

Threatened or Endangered Plants and Animals

1. *Field surveys would be conducted for state and federal listed species potentially present along the route. Where appropriate and necessary, site-specific mitigation would be developed and approved by the land management agencies, U.S. Fish and Wildlife Service, and California Department of Fish and Game. Field work for identification of plant species would be done before construction and would be scheduled to coincide with known flowering periods and/or during periods of phenological development necessary to identify the plant species of concern.*

2. *Construction activity would not take place within 0.5 mile of identified raptor nesting areas during the period February 1 through July 15.*

Stream Crossings, Wetlands, and Fisheries

1. *Where the right of way crosses steams, the banks would be stabilized to prevent erosion. Construction techniques would minimize damage to shorelines, recreational areas, and fish and wildlife habitat.*

2. *During construction activities near streams, sedimentation (detention) basins and/or straw bale or fabric filters will be constructed to prevent suspended sediments from reaching downstream watercourses or lakes, as required by the California Department of Fish and Game.*

3. *Los Osos Creek would be trenched during the dry season.*

4. *No blasting in a live stream would occur.*

5. *Disturbance to riparian vegetation and wetlands would be minimized by avoidance where possible. Approaches to streams would require selective clearing of vegetation subject to California Fish and Game authorization. No mature riparian trees would be removed.*

Cultural and Paleontological Resources

1. *AT&T would meet all stipulations to fulfill all federal and state cultural and paleontological resource legal requirements.*

2. *Any cultural and/or paleontological resource (historical or prehistoric site or object) discovered by AT&T, or any person working on AT&T's behalf, would be immediately reported to the appropriate agency official. AT&T would suspend all operations in the immediate area of such discovery until written authorization to proceed was issued by the appropriate agency official. An evaluation of the discovery would be made by the appropriate agency official to determine appropriate actions to prevent the loss of significant cultural or scientific values. AT&T would be responsible for the cost of evaluation, and any decision as to proper mitigation measures would be made by the appropriate agency official after consulting with AT&T.*

C. SOILS AND EROSION

16. Erosion of Cut and Fill Slopes. In order to reduce the potential erosion of cut and fill slopes, the angle of the cut and fill slopes shall be decreased from the standard of 2:1 (horizontal to vertical) to 3:1 west of Pecho Valley Road. This will increase the area of disturbance, but it will decrease erosion prior to revegetation and will also facilitate revegetation.

17. Erosion Control East of Pecho Valley Road. Potential increased erosion in the segment underlain by sand east of Pecho Valley Road along Rim Trail shall be controlled by providing waterbars at intervals no greater than 200 feet. Providing periodic diversion of runoff from the trail will reduce the rate of erosion now occurring along this segment.

18. Erosion Control West of Pecho Valley Road. The potential for increased erosion resulting from an increase in concentrated runoff from the access road shall be mitigated by:

a. Designing, to the satisfaction of the Department of Parks and Recreation, the access road west of Pecho Valley Road to shed runoff as sheet flow; or, 2) collecting runoff from the access road west of Pecho Valley Road and conveying it to canyon bottoms below the active knick points in non-erosive devices, providing energy dissipators at points of release; or 3), collecting runoff from that part of the access road downslope from the two major canyons and conveying it to the parking area where it can infiltrate into the sand, and provision of berms as necessary to retain runoff in the vicinity of the parking area, or conveying all the runoff from the access road to the parking area.

b. Applicant shall prepare a Drainage Plan for the area west of Pecho Valley Road, to be reviewed and approved by the Environmental Coordinator and the Department of Parks and Recreation prior to the issuance of a final permit for the project.

19. Creek Crossings. At any creek crossing, the conduits shall be installed when the creek is not flowing and rain is not forecast during the time necessary to complete the crossing.

D. BIOLOGICAL RESOURCES

20. Revegetation Plan. The applicant shall prepare a revegetation plan for all disturbed areas of the project. A qualified botanist acceptable to the county and the Department of Parks and Recreation shall review and make recommendations regarding the revegetation plan before implementation. The revegetation plan shall include the following measures:

a. General Mitigation Measures applying to all routes and improvements.

1) Any revegetation shall utilize seeds or cuttings collected from adjacent areas.

2) As practicable, revegetation shall occur within the same vicinity as the vegetation to be removed. If it is not possible to revegetate in the same vicinity, then the revegetation shall occur at designated locations as stipulated in the revegetation plan. Unless specified, eucalyptus and other non-native species need not be replanted, but shall be replaced with native species as specified in the revegetation plan.

3) Arroyo de la Cruz manzanita, Morro manzanita and coast live oak trees shall be replaced at a ratio of 5:1, with plants established from cuttings or seeds collected from the local population. The revegetation areas for manzanita shall be: 1) in cleared areas adjacent to the right of way or within the right of way if it is not to used for maintenance; or 2), in

other areas designated by the environmental monitor (such as in areas that have been cleared of eucalyptus, trails to be abandoned or other suitable areas requiring revegetation).

4) The revegetation plan shall include the following:

- Species to be replanted and source of seeds and plants to be used
- Location of the revegetation areas
- Timetable for revegetation
- Method of revegetation (such as the size of plants, soil amendments, special techniques needed to ensure successful replanting, etc.)
- Irrigation method where needed
- Method to verify that replanting has been successful
- The standard county procedures for oak tree preservation shall be included

5) Prior to commencement of construction activities, the applicant shall be required to clearly mark all of the trees to be removed during construction as well as any trees that will be trimmed. In the case of manzanita, the marking can be accomplished by stringing colored surveyors tape to denote the areas where plants will be affected.

6) Any oak trees, or manzanita that are within ten feet of an area to be graded, not including those to be removed, shall be temporarily marked for protection (e.g., flagged with a different color surveyors tape). The purpose of the marking is to act as a reminder to the construction crew that these areas are not to be disturbed during grading. Marking shall be completed prior to commencement of any grading operations within the affected segment of the line (eg. the rim trail).

7) During construction, the operation of heavy equipment shall avoid the area within the driplines of oaks. Such equipment shall not be parked under these trees in order to prevent oily residue from leaking into the root zone and to avoid soil compaction in this area.

8) All trenching shall take place outside of the dripline and root zone of all oak trees. Remedial measures ensuring the health of these trees (i.e., pruning to eliminate growth stress) shall also be specified in the revegetation plan. If it is not possible to avoid the driplines of oak trees, the tree shall be considered damaged and shall be replaced as required in item #3 above.

9) The Environmental Monitor shall record all trees that are impacted by removal, cutting and grading. The monitor will be responsible for monitoring the health of the replanted trees until it is determined that they can survive on their own, a minimum period of five years.

10) The width of the disturbance necessary for construction shall be kept to a minimum. It should be noted that the applicant shall be required to replace all vegetation removed during construction, specifically with a 5:1 replacement of oak trees and manzanita and revegetation with an appropriate mix of native seeds and plants. If the environmental monitor deems that the width of the disturbance is excessive, work shall cease until it can be determined what the appropriate width should be. AT&T has indicated that the width of disturbance should not exceed 40 feet at crossings and in areas of difficult terrain, and would average 30 feet along the majority of the line. In areas of sensitive vegetation, it is possible to reduce the width of disturbance to 10 feet depending on terrain conditions.

b. SLO Junction to Clark Valley Road

1) *Stipa pulchra* (purple needle-grass), *Stipa lepida* (slender needle-grass) seeds shall be included in the revegetation plans for grasslands between SLO junction and Clark Valley Road.

2) In areas of coastal scrub and Arroyo de la Cruz manzanita, the route shall follow existing roads or trails as closely as possible to reduce vegetation removal. Revegetation shall be with fast growing herbs and shall include shrubs native to the local coastal scrub community.

3) In areas of chaparral, construction shall follow the existing road, and disturb the vegetation along the side as little as possible.

4) The new trench shall be realigned downslope from the serpentine outcrop located approximately 0.75 miles west of the SLO junction, and the outcrop shall be left undisturbed. The actual location of the route shall be marked by the applicant, and checked by a qualified botanist prior to construction.

c. Clark Valley Road to Los Osos Creek

1) The existing road west of Clark Valley Road shall be followed where feasible to avoid the oaks and shrubs.

2) All Morro manzanitas along the route shall be flagged and avoided where possible.

d. Los Osos Creek Crossing

1) Creek and riparian vegetation shall be disrupted as little as possible at the Los Osos Creek Crossing. The area disturbed shall be revegetated with plants native to the riparian zone as listed in the revegetation plan. Arroyo willows should be included.

e. Los Osos Creek Crossing to 0.2 Miles West of the Eastern Boundary of Montana de Oro State Park

1) The alignment shall follow the existing open pathway through the oaks. All disturbance should be as far away from the trunks as possible and outside the drip line.

2) The line shall be routed upslope from the wet area shown in Figure V-4 of the Onshore portion of the Expanded Initial Study, and modifications to drainage patterns during construction should be avoided.

f. 0.2 Miles West of the Eastern Boundary of Montana de Oro State Park to Hazard Canyon Road

1) Where Rim Trail is wide, no brush removal should be required and significant disruption to the root systems can be avoided. Trimming of manzanitas along the side of the trail may be required but shall be kept to a minimum following proper pruning procedures.

2) Since the Rim Trail will be maintained as an access road for maintenance purposes and will require removal of manzanitas and trimming of manzanitas, maintenance will result in a long term loss of coverage. In order to mitigate this long term loss, particularly canopy loss, the applicant shall remove an area of eucalyptus canopy equal to the area of Morro manzanita canopy that will be required to continue the maintenance of the road. To determine the area of eucalyptus canopy to be removed, the applicant, in the revegetation plan, will map the total area of Morro manzanita to be removed on the Rim Trail and equate this removal to square feet of total coverage. This will allow field verification of the exact area of manzanita canopy that can be equated to eucalyptus canopy to be removed.

The State Department of Parks and Recreation has identified certain stands of non-plantation eucalyptus in natural habitat areas near the proposed line that should be removed in order to provide additional habitat for Morro manzanita. For example, there are areas just east of Pecho Valley Road where Eucalyptus trees could be removed and Morro manzanita reestablished. These areas are clearly good habitat for manzanita as shown by the maritime chaparral in the fringe areas around the grove and scattered in the understory of the grove.

Once the area of manzanita canopy removal has been determined, the areas of eucalyptus canopy to be removed shall be determined after consultation with the Department of Parks and Recreation. Where the eucalyptus stand to be removed is greater than the amount of manzanita calculated for removal, the entire stand should be removed if the majority of canopy is designated for removal.

The location of the eucalyptus stand and the amount of canopy to be removed shall be included as part of the revegetation plan, and the area of canopy of eucalyptus to manzanita removal can be adjusted during construction with approval of the environmental monitor. The eucalyptus removal shall occur during or immediately after construction of the Rim Trail portion of the line.

Once eucalyptus removal has occurred the applicant may utilize this area for revegetation with manzanita. This manzanita can be with those plantings required in the 5:1 replacement of manzanita removed in the project right of way.

3) The alignment shall be routed outside the wetland area, and modifications to drainage patterns during construction should be avoided. If modifications to drainage patterns during construction cannot be avoided, the environmental monitor shall be informed prior to any alterations to drainage. The environmental monitor shall determine, in consultation with State Parks and Recreation and any necessary specialists, if the proposed alterations are necessary, and appropriate mitigation shall be determined at that time.

g. Hazard Canyon Road to Pecho Valley Road

1) Morro manzanitas in this area shall be replaced with plants established from cuttings or seeds collected from the local population. Other plants used in the revegetation should include shrubs and herbs native to the local chaparral community.

h. Pecho Valley Road to the Parking Area

1) The State Department of Parks and Recreation is proposing to restrict vehicle access to their portion of Army Road. The applicant shall be required to prepare a restoration plan for Army Road. This plan will be prepared in consultation with a biologist with expertise in

Morro Bay kangaroo rat habitats. The plan shall be reviewed by the State Department of Parks and Recreation and the U.S. Fish and Wildlife Service and shall be approved by the Environmental Coordinator's Office. The plan shall include the following:

- Area to be affected by the restoration plan shall be equal to the area disturbed by At&T activities.
- The plan shall include fencing of the State Parks boundary in the vicinity of Army Road.
- Remnants of road base along "A" Road and Army Road on State Park property shall be removed and transported to the future parking lot at the proposed boring site. This activity can be implemented after completion of the offshore boring and cable installation or at the time of construction of the parking lot.
- Any remaining compacted road areas shall be ripped and contoured so that these areas can be revegetated.
- The plan shall include a revegetation plan for the road areas to be affected and, where appropriate, an exotic plant removal plan such that the road areas can be returned to natural habitat.

2) Areas of cut and fill shall be revegetated as soon as feasible after construction of the access road. Revegetation shall include plants native and indigenous to the local area. A qualified botanist shall review and make recommendations regarding the revegetation mix before implementation.

3) All Morro manzanitas and dune almonds removed shall be replaced at a ratio of 5:1 with plants established from cuttings or seeds collected from the local population. Other plants used in the revegetation shall include shrubs and herbs native to the local chaparral/coastal dune scrub community. A qualified botanist shall review and make recommendations regarding the revegetation mix before implementation. No introduced species shall be included.

4) The access road shall be constructed to its full width as a part of the proposed project to avoid recurrence of impacts at such time as the road were to be widened.

21. Banded Dune Snail. Prior to construction of the segment of the project within 1,000 feet of the parking area (boring site), the limits of disturbance in this segment should be staked and flagged by the applicant, and this area should be re-surveyed for the presence of banded dune snails. Should any banded dune snails be found in this area, they should be removed and placed in suitable habitat west of the project area.

22. Morro Blue Butterfly. The long-term loss of Morro blue butterfly habitat can be mitigated by closing the Army Road. Revegetation of areas within this portion of the project shall include silver beach lupine in the revegetation plan. Short-term losses of habitat in areas of cut and fill can be mitigated by including silver beach lupine in the revegetation of these slopes.

E. ARCHAEOLOGICAL RESOURCES

23. Pre-construction meeting. A pre-construction meeting shall be conducted by a qualified archaeologist to advise the construction crew of conditions to be aware of that may indicate the presence of a significant archaeological site.

24. CA-SLO-798. CA-SLO-798 shall either: 1) be further investigated to determine its extent in the subsurface and its significance; or 2), be avoided by re-routing the alignment along one of several alternatives. Alternative C (one of three alternative routes to avoid the site) as shown on Figure 1 of the archaeological report contained in the file, shall be the preferred route.

A qualified archeologist and Native American observer shall be present to monitor construction in Sensitive Area 1 as designated in the confidential archaeological report available with the Office of Environmental Coordinator to mitigate potential impacts to CA-SLO-787.

F. VISUAL RESOURCES

25. Cable Realignment. Significant adverse visual effects resulting from trenching through the Morro manzanita shall be minimized by moving the cable crossing approximately 50 feet northeast and following the marked horse trail shown on the Expanded Initial Study Figure V-8, bottom and Figure IV-6.

G. OTHER CONDITIONS

26. AT&T Markers. No markers shall be used between Pecho Road and the ocean.

27. Off Shore Information Program. The applicant shall institute an information program to alert commercial fishermen and other boaters regarding offshore activities. At minimum the applicant shall broadcast updates immediately prior to, during, and after construction. A Notice to Mariners regarding the timing and activities of the proposed project shall be published so as to avoid disruption of commercial fishing. A post-construction report shall be provided to the appropriate agency so that the cable is charted in order to reduce any impacts to fishing activities.